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HEADQUARTERS PHILIPPINES DIVISION, OFFICE CHIEF COMMISSARY, Manila, P.I., February 10, 1906.
SEALED PROPOSALS, in triplicate, will be received at this Office until 11 o'clock a.m., TUESDAY, April 10, 1906, at which time and place they will be opened in the presence of attending bidders, for the furnishing and delivery to the Substantive Department of Manila, P.I., of such quantities of fresh potatoes and fresh onions as may be required during the period from July 1, 1906, to October 31, 1906, both dates inclusive. Deliveries to be at such times and in such quantities as may be required. About 720,000 pounds of potatoes and about 144,000 pounds of onions will be required per month. The accepted vegetables will be admitted free of customs duties. Each proposal must be accompanied by a bidder's guarantee in the amount of \$5,000.00, or by a certified check for that amount on a bank of approved standing in Manila. The bidder to whom award is made will be required to give bond the penalty of which will be fixed by the Chief Commissary. Blank forms for proposals, copies of advertisement, and all necessary information can be obtained on application to this Office. Envelopes containing proposals should be marked "Proposals for Fresh Vegetables to be opened April 10, 1906," and addressed to the undersigned. A. L. SMITH, Colonel, A.C.G., U. S. Army, Chief Commissary. 400

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BIRTHS.

On February 4th, at Chelsea, the wife of Major A. S. BARNES, Transvaal Government Agent for Emigration, of a son.
On February 7th, at Shanghai, the wife of the Rev. E. H. BOWEN, of a daughter.
On February 7th, at Shanghai, the wife of Mr. J. NOBLE, of a son.

DEATH.

On February 6th, at Shanghai, the infant son of Mr. and Mrs. F. F. FRANKS.
HONGKONG OFFICE: 10A, DES VOGES ROAD C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, FEBRUARY 14TH, 1906.

Russia has a strange fascination for China. The reason can only partially be accounted for by the actual physical conditions. We sometimes see the same amongst human beings, as where the other day a young widow found that her pretended lover had all along been engaged in a swindle, and prosecuted him in the Police Court, yet could not refrain from giving him a kiss in his cell, because, as she said, she pitied him. So Bill Sykes' bull terrier, stuck to his unamiable master through thick and thin, notwithstanding his brutal treatment: yet even Bill's dog thought it high time to sever the connection when he found his master preparing a rope to drown him, in order to save his own neck. Russia is at the present moment trying to lay a very similar trap for China: she had been baulked in the game the first time she tried it on, but none the less, nothing concerned for her previous disappointment, she is getting ready a like rope; and China, more amenable than the dog, listens to the blandishments of the tempter as if she had not just escaped by the very skin of her teeth with her life. Russia is, of course, mistress of certain blandishments which China cannot find it in her heart to refuse; and which are particularly alluring to the minds of her statesmen. The remembrance of a little sum of a hundred thousand rupees per annum paid

over as a quietus under very similar circumstances is enough to appeal to the heart of the least acquisitive of China's remaining statesmen: but this does not account for all. There is no doubt a sympathetic feeling between the two countries, even beyond the immediate personal profit to be made, and Chinese, quite out of the reach of any possible temptation, will readily affirm that they feel more at home in negotiating a matter of diplomacy or business with a Russian than they would with, for instance, an American or an Englishman. No other country would dare to make the barefaced proposals to another which there is very good reason to believe have been not only proposed, but have been actually discussed between the present Russian Minister at Peking and the Chinese Foreign Office. It is true that M. Pokotiloff was recently manager of the Russo-Chinese Bank, and as such well acquainted with the many devious channels through which outflowed the funds engaged in many secret negotiations: and that the knowledge thus acquired must stand him in good stead in overcoming any residuary scruples; and yet, what were it not for a certain indefinable instinct of mental propriety between the two, such proposals as there is every reason to believe have actually passed, would have been batted out of court on their first presentation, as too crude even for China.

Notoriously bankrupt in Europe, where repudiation is openly talked of, Russia has yet, what would with any other nation be called merely effrontery, the grace to present schemes for railway building in districts whose population hardly exceeds a single inhabitant to the square mile. Her present railways, even counting in those in Europe, do not cover working expenses, yet she presents to China, not usually considered deficient in business acumen, schemes for making on joint account main lines through Mongolia. She asks modestly to be placed in Manchuria on a footing equal to that of Japan, yet immediately after suggests as her interpretation of this that railways shall only be built in Helongkiang by the "joint" enterprise of Russia and China, joint, of course, in the sense that all the money is to be obtained at the sole risk of China, Russia enjoying in reversion the right to invade in the future by means of these lines the entire northern frontier of the Empire. One would have supposed that Russia's previous use of her railway made through China's ill-placed complaisance would have taught her a lesson of caution. She is elsewhere sacrificing her own interests to her patriotic effort to keep China for the Chinese, notwithstanding that she has full guarantees, emphasised by many years' experience in the north, that no interference with her fullest rights of sovereignty will be permitted or attempted, yet she opens negotiations in Manchuria and Mongolia for making railways at her own expense for Russia's benefit, and over which from the very beginning she will have not the remotest power of control. The inconsistency is instructive, and there is a lesson to be learnt from it, which we are apt to pass over as unimportant. We may perhaps gather some indication of the reason from one of the proposals published as proceeding from Russia.

It is, of course, true that none of these propositions are in any degree authentic. For certain reasons of their own, when similar negotiations were going on with Japan for the recent treaty, the Native Press formulated a number of points said to have been under consideration. Commenting on these at the time, we stated that while there was no reason to believe in their authenticity, there was yet enough in them to advise caution on the part of our Government. Now it is curious to observe that the announcements of the present negotiations with Russia bear a similar stamp; and the natural conclusion is that both proceeded from some common source. Equally with the Japanese the Peking negotiators succeeded in preserving strict secrecy over the points actually being negotiated. The result was that when the treaty was finally arranged it was found that none of the points enlarged on by the Native Press had really been considered. The treaty carefully avoided all points as to special treatment, and only those questions of business which naturally grew out of the Treaty of Portsmouth, such as the position with regard to China of the lease and other rights passed on by Russia to Japan, were discussed. Generally, the whole of Manchuria was to be thrown open to trade; but this, it was generally known, was due as much to the party momentarily in power at Peking as to external influences. Whence, then, came these very circumstantial reports given by the Native Press? They had a

tinge such as did not seemingly proceed altogether from a Chinese invention: it is curious to observe that *mutatis mutandis* there is a family likeness with those now put forward through the same agency, and this would suggest some common origin. Doubtless to a considerable degree they partook of the nature of a *bullock's nose*, but from whom? Apparently, as no attempt was made by Japan to act on them, they were not due to her instigation: but they are now revived, and this time apparently in Russia's interest—and this leads to a certain support to the suggestion that they really proceeded from the Russian Legation. Such a course is not unknown in Russian diplomacy; and this it is that gives them a certain extraneous support. Momentarily, at all events, the reactionary party has been lately much in evidence in China, and this may throw some light on one of the points proposed referred to above. In this Russia is stated to be putting forward a claim that in case foreign advisers are to be engaged in the administration of the government of the Helongkiang these officers are to be Russian. Looked at by itself such a demand would bear its own refutation: if there were one place more than another where a wise government would refuse to erect a foreign administration, it would be on the frontier of the nation to which those foreign administrators belonged. As we said in the commencement, there were, however, certain very strong sympathies between China and Russia, the reason of which was not very evident at the first glance. It is, however, from day to day more evident that not the least objection on the part of the reactionary party at the moment in the ascendancy is a fear that any control by the more enlightened of the foreign governments of such important undertakings as railways would necessitate financial control, and this is, of course, the thing of all others to the Young Chinese party most galling. To be permitted to treat the revenues of the State as their own private property is the sheet anchor of the bureaucracy of China, as it is likewise of that of Russia. It is not going too far to suggest that there is here some common ground of sympathy, and that Young China would not so much object to hand over China tied and bound, provided only that in their own person the good old customs of the past were preserved. Russia they feel by a common instinct would not be unkind enough to inflict Financial Control, and all the iniquity of Audit: so reason they, with unquestionable logic, if China be bound to go under, by all means let it be to Russia, who, however she may oppress the country, will at least keep her iconoclastic hands off our private peculations. At all events, with such a key we can unravel many riddles, which to untrained Westerners seem impossible of solution.

The Magistracy has not been busy these last few days.
The 13th plague fatality was notified on the 13th inst.
Wuchang is officially recommended to be opened to foreign trade.
The Shanghai Land Investment Co., Ltd., is paying a final dividend of six per cent. for 1905.
An Indian photograph of the Bandmann Opera Co., as they appeared in "The Spring Chicken," shows that they numbered sixteen ladies and twelve gentlemen.
The Board of Revenue has refused to allow Viceroy Shun to contract a loan for Ts. 1,000,000 with Messrs. Mandl and Co. for various undertakings in his administration.
The following telegram has been received from the British Consul-General at Batavia dated the 12th inst.: "Hongkong declared to be infected with bubonic plague."

Some weeks ago the procedure and customs at Shanghai Mixed Court were described in the *Daily Press*. They are changing now. We note that prisoners are no longer required to kneel.
His Royal Highness Prince Arthur of Connaught has been pleased to accept from the publishers a copy of the *Directory and Chronicle* issued from the office of the *Hongkong Daily Press*.
A light-boat, showing a Red Light, which in clear weather should be visible at a distance of about 1 mile, has been moored immediately below Saanchai Island, West River, Kowloon district.
News was received by wire at Shanghai a few days ago that the British bark *Mobile Bay*, 1,117 tons, which left New York for Peking on August 9th last, with a cargo of kerosene oil, was on fire at Anping, Formosa.

One of the incidents witnessed at the Race Course yesterday was a tall man, who would expect to rank as a gentleman, accidentally dropping his lighted cigarette inside the collar of a bystander and passing on without apology.

A fire broke out on Monday in a house at McDonnell Road, occupied by a Japanese woman named Mrs. Oaki, during the absence of herself and son. The fire brigade extinguished the flames, but damage was done to the extent of \$1,200.

The *Asahi's* Peking correspondent alleges that Germany is urging China to request England to give up the lease of Weihaiwei, declaring that since Russia no longer retains Port Arthur, Weihaiwei is unnecessary to England.

The French Minister has notified the Wai-wan that, owing to the separation of Church and State in France, diplomatic questions concerning the Roman Catholic propaganda in China will only receive his attention if they concern French citizens.

According to the *Poochoo Echo*, clay pigeon shooting is still popular at the port. The winners of a competition on Jan. 31st were Mr. Lachlan (first with 19 out of 20) and Mr. Soats (second with 14). Mr. Howell hit 16, but Mr. Soats beat him on handicap.

A meeting of ladies was held at the Shanghai Horse Bazaar a few days ago, at which a Ladies' Riding Club was established, some eighty members having already joined. Mrs. R. W. Shaw, of the Farm, was elected president, and a committee of ladies was chosen.

At Shanghai Supreme Court on Feb. 8th the hearing was commenced of a case in which the Austrian-Lloyd Steam Navigation Co. sue the China Mutual Steam Navigation Co. for damages sustained by the s.s. *Maria Federie* when she collided with the s.s. *Pingyung* at Woosung on May 26th last.

H.M.S. *Flora* leaves this morning for Shanghai to relieve the *Asclepe*, which goes to Weihaiwei. H.M.S. *Bonaventure* leaves tomorrow morning for England. When the *Asclepe* returns the *Flora* will go to the South Pacific to perform duties formerly taken by the old Pacific Squadron.

The report of the Anglo-German Brewery Co., Ltd., for 1905 shows a divisible balance of \$39,463, on a paid-up capital of \$400,000. It is proposed to write off the balance of preliminary expenses, \$8,976, to write off \$12,000 on machinery and casks, and pay a dividend of 7 per cent, and carry forward the balance, \$1,067.

It is proposed to hold next autumn combined manoeuvres of the troops of Peking and Nanyang and Hukwang administrations, which will number a combined army of about one hundred thousand men, and that the manoeuvres are to be held in Honan province, which serves as a half-way point between the provinces concerned.

The Shanghai Fire Commission has asked the firemen who were awarded Th. 1,500 each for helping to suppress a fire on the s.s. *Perle* to give up the money, and some of their colleagues (who got nothing) voted that they should leave the Brigade if they refused. The *N. C. Daily News* says it arises from a confusion of the terms "volunteer" and "amateur," and calls it a mistake. It reads more like meanness.

What is regarded as the greatest of all illustrated books, says a New York telegram, has just been completed. Only 100 copies have been printed, which have been sent to American and foreign museums, to the Kaiser, the Czar, the Mikado, the Emperor of China, Queen Wilhelmina, and the Prince of Wales. The book is a catalogue of Mr. H. R. Bishop's collection of jades, bequeathed to the Metropolitan Museum of Art. It contains 150 full-page water-colour drawings, etchings, and lithographs, and 300 pen-and-ink sketches. The text was contributed by thirty writers renowned in scientific and art circles, and the illustrations are by Japanese and Chinese artists. The book has cost £20,000 to produce.

The report of the Shanghai Pulp and Paper Co., Ltd., the paid-up capital of which is Ts. 450,000, is a remarkably good one and should convey much solid comfort to the shareholders. The net profit for the year was over Ts. 160,000, and after paying an interim dividend of 6 per cent, writing off Ts. 9,362 for additions and repairs, and Ts. 11,090 for depreciation placing Ts. 12,000 to reserve, and Ts. 8,000 to equalisation of dividend fund, truly conservative measures, there remains a divisible balance of Ts. 38,753 (including Ts. 5,968 brought forward from 1904). The directors propose now to pay a final dividend of 8 per cent, making 14 per cent. for the year, and carry forward the balance, Ts. 2,765.

A passenger on a steamer writes to a London contemporary as follows: Walks into my cabin this morning a steward carrying a life-belt, who says:—
"Sir, the new Marine Law of the United States demands that every passenger be shown how to put on a life-belt."

He puts on the belt carefully, explaining how it should be fixed, then hands it to me to do likewise, making sure that I do it rightly.

I had thought I knew how, but found I did not, and I am certain that is the case with most of the landsmen who go down to the sea in ships. During the last twenty years I have travelled on most of the British and other lines of steamers, and never before have I been shown, nor have I known passengers to be shown, how to put on a life-belt.

As I was wrecked recently I can appreciate the importance of passengers being instructed. Will not our British authorities insist upon such a regulation as this of the American new Marine Law?

TELEGRAMS.

[REUTERS SERVICE.]

THE PHILIPPINE ISLANDS.

LONDON, February 11th.

Secretary Taft has asked the Senate for a supplementary grant for barracks in Manila, explaining that it might, one day be necessary to send troops to China.

NATIVE TROUBLE IN SOUTH AFRICA.

LONDON, February 11th.

The Natal Premier has decided to request the employment of Imperial troops for suppressing the native trouble.

LONDON, February 12th.

The scene of the recent native outbreak in Natal is quiet, and the expedition is not opposed.

THE TRANSVAAL.

LONDON, February 11th.

The Government has appointed a committee, consisting of Lord Elgin, Lord Ripon, Mr. Aquith, Mr. Haldane and Mr. Winston Churchill, to study the problems of the Transvaal.

IRISH HOME RULE.

LONDON, February 11th.

The Irish party in Dublin refuse to support any English party or Government not making Home Rule a cardinal point of their programme.

THE MOROCCO CONFERENCE.

LONDON, February 12th.

There is an apparent deadlock at Algiers. A further statement of the French position insists on the right of France of policing, and ridicules Germany's concessions. It further declares that a point has been reached beyond which it is impossible for France to go.

[N. C. Daily News Service.]

THE MANCHURIA NEGOTIATIONS.

Peking, February 6th.

The Russian Minister has lodged several counter-proposals against the terms proposed by China as the basis of the negotiations. These counter-proposals are believed to be as follows:—

1. That Russia shall be granted a concession to build a railway through Heilongkiang and Urya, connecting with the Chinese Eastern Railway.
2. That Russia shall have equal rights with Japan in Manchuria.
3. That the proposed railway in Heilongkiang province shall be the joint enterprise of Russia and China.
4. That Russia shall have a prior right to mine and other concessions in Heilongkiang and Kirin provinces.
5. That in case China requires any foreign advisers in the administration of the above provinces, she shall employ Russian subjects.
6. That the felling of timber in Heilongkiang shall be the joint enterprise of Russia and China.
7. That Russia shall be given the right to construct the Urya-Khalha Railway.

Owing to the strike of the staff of the Russian Telegraph Service, communications between St. Petersburg and Peking are delayed, and the Russo-Chinese negotiations cannot make progress. China is very anxious in the matter.

THE LATE CHIEF COMMISSIONER OF COREAN CUSTOMS.

Peking, February 8th.

Mr. MacLeavy Brown, C.M.G., has been decorated with the First Order of the Sacred Treasure.

JAPAN PAYING OFF HER DEBT.

Tokyo, February 8th.

A prolonged hot debate is proceeding in the Lower House regarding the creation of amortisation funds and the continuation of the war taxes. The final passage of both measures is secured.

DEPRESSION AT LIAOYANG.

Tokyo, February 8th.

Thirty Chinese banks at Liaoyang are about to become bankrupt.

FRANCE WANTS A QUID PRO QUID.

Peking, February 7th.

France is claiming the privilege of inland navigation to Haunou in Kuangsi, in return for the withdrawal of her troops who have been stationed at Leichou since the troubles in Kuangsi.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

BEFORE SIR FRANCIS PIGGOTT (CHIEF JUSTICE).

A PARTNERSHIP DISPUTE.

Counsel continued their arguments in the case of Chan Yik-shi against the Wing Kee firm, which was an application for a trial of issue as to whether Lau Sin-cheun was a partner in the defendant firm, and at the close his Lordship gave judgment for plaintiff with costs.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 13th at 11.45 a.m.—The barometer has fallen generally.

A deep depression lies to the N.E. of Japan, and a shallow area of low pressure is shown near the Southern Loochoos. Pressure is highest over N. China.

Moderate but increasing monsoon is indicated in the Formosa Channel and light to moderate monsoon over the N. part of the China Sea. Forecast:—E. to N. winds, moderate; rainy at first, probably improving later.

THE ROYAL VISITOR.

PRINCE'S DEPARTURE.

It was unfortunate that with the exception of the first day, the weather attending the Royal visit to Hongkong has been most disagreeable. Yesterday H. R. H. and suite accompanied H. E. the Governor on a trip into the New Territory. The party proceeded as far as Tai-po, and appeared to be much interested in all that they saw, despite the unfavourable conditions.

After dinner at Government House the Royal party entered chairs and escorted by a posse of police proceeded through the principal thoroughfares to Blake Pier.

Although the Prince was not expected to embark till 10 o'clock there had assembled at Blake Pier, which under the superintendence of Mr. Teoker was brilliant with hunting and lamps both Japanese and Chinese, a large attendance. Outside the enclosure a crowd thronged the approaches, while sightseers viewed the proceedings from neighbouring balconies and not a few occupied seats on the temporary grand stands. Among those on the pier were Sir Francis Piggott, Hon. Mr. R. Shaw, Hon. Mr. H. E. Pollock, Sir Paul Chater, Hon. Mr. W. Chatham, Hon. Mr. A. W. Brown, Hon. Dr. Ho-kai, Hon. Captain Barnes-Laurence, Hon. Mr. Wu Pak, Hon. Mr. C. W. Dickson, Hon. Mr. Gershom Stewart, Mr. E. A. Hewett, Captain Badley, Mr. N. Moily, Colonel Price, Major Chichester Major Ross, Mr. E. H. Sharp, Mr. J. R. M. Smith, Mr. C. E. H. Bawa, Mr. Noma (Japanese Consul), and Messrs. Mori, Takimichi, Minami and Arima, Messrs. Tang Chiu-mung, Ho Fook, Leung Po-chi Chau Ting-wan, Tong Wai-chun, O. Oichan, La Pokwai, Pun Yan-chuen, Tse Po-sun, Mok Tsau-chuen, Chan Chi-hing, Sui Pok-ki, Sui Yuen-fai and Ho Hock. Shortly before 10 o'clock H.E. the General Officer Commanding, accompanied by his aide-de-camp, Captain Ward, arrived.

About five minutes past 10 the cheers heard in Connaught Road proclaimed the approach of the Royal party, and very soon afterwards the Prince and suite were standing on the Pier. On getting out of his chair His Royal Highness spoke a few words of complaisance to Sergeant Garrod who was in charge of the police escort; and then turning to the Chief Justice shook him warmly by the hand and expressed his appreciation of the reception accorded him. H.E. the Governor accompanied the Prince as he passed down the line of gentlemen, and introduced each. To one of the officers H. R. H. was heard to remark:—"This is my first visit here and I hope it will not be the last." Proceeding to the steps, the last goodbyes were said and as the launch *Victoria* brilliant with lanterns round her rails, moved off, three hearty cheers were given, followed by a "tiger." Loud as this was it seemed to be lost in the roar of crackers which came from the sampans. Through an avenue of these craft, all lighted up, the *Victoria* steamed slowly past the *Rubi* (which was beautifully illuminated) and the *Victor Emmanuel*, and then on to the *Diadem* which was lying at No. 2 man-of-war buoy. Captain Barnes-Laurence was in charge of the yacht, with Mr. E. J. Meugens assisting. During the progress of the launch there was a regular fusillade from the sampans, rockets were fired, blue lights were burned, and the *Rubi* discharged distress rockets with brilliant effects. The party on the pier watched the *Victoria* till it reached the *Diadem*, on board which the Prince and suite were received and where special provisions had been made for their comfort on the journey to Japan.

In accordance with the desire of the committee, there was a fair attempt at illumination in honour of the parting guest. Most of the buildings here the lamps had not been destroyed had a fire display, but in several instances appropriate devices had been introduced since Saturday night. St. Joseph's School showed "Adieu" in red lights, Messrs. Shawson Tomes & Co. had the monogram "E.A." in front of their buildings, the City Hall bore the words "Good bye," the Chinese character for the same expression was seen on Bowen Road, while other suitable devices could be distinguished. Certainly it was a brilliant send-off to the Royal guest.

It was popularly understood that the *Diadem* would not sail till day break this morning, but she left here last night after taking on board the Mission.

The Chinese Minister at Paris, says the *Nanfangpao*, has wired to the Wai-wan stating that Portugal, being in want of funds, is willing to sell Macao to England and France, and that the French Government is quite anxious to accept the offer.

The Shanghai Rifle Association held its annual meeting on Feb. 3th. There was a credit balance of \$221.19. Twenty-five new members joined in 1905, making a total of 129. The Rev. C. E. Darwent suggested that new match rifles should be provided to members composing the Interport team. He considered that the present team were handicapped in that respect, as other ports did not adhere to the ordinary service rifle issued. The members who want them were told to get them for themselves. Darwent then brought forward the question of an Interport Shield. He was of opinion that Shanghai should join with Hongkong, Singapore, and Penang in collecting subscriptions for the provision of a Challenge Shield to be shot for annually and held by the winning team. He thought it would add zest to the competition and, though much might be said in favour of shooting for honour only, he thought a tangible record should be kept of the event. This was put to the vote and carried.

HONGKONG JOCKEY CLUB
RACE MEETING.

SECOND DAY.

Yesterday was the second day of the Race Meeting, but unfortunately the weather was dull and rainy, militating not only against the attendance but against the performances of the ponies, who found the difficulties of the course increased. Notwithstanding these adverse conditions, the gathering was decidedly successful and another good day's sport was witnessed. As was expected, the Derby attracted considerable interest, and the win by Triumph Rose seemed to be a popular one. Appended are the results of the day's racing.

Stewards.—His Excellency Sir Matthew Nathan, K.C.M.G.; His Excellency Admiral Sir Gerard H. O. Noel, K.C.B., K.C.M.G.; His Excellency Maj. Genl. Villiers Hutton, C.B.; Commodore H. Pigot, Williams, E.N.; Hon. Sir Paul Chater, Kt., C.M.G.; Lieut. Col. A. E. Aikman, A.R.A.; Mr. J. A. Jupp, Esq.; Mr. C. W. Lyons, Esq.; Mr. J. W. Mitchell, Esq.; Mr. C. Peter, Esq.; Mr. W. Rutter, Esq.; and Mr. P. White, Esq.

Clerks of the Scale.—E. W. Rutter, Esq., and H. P. White, Esq.

Handicappers.—H. P. White, Esq., and Capt. F. W. Lyons.

Judges.—The Hon. Sir Paul Chater, Kt., C.M.G.

Stewards.—C. H. Ross, Esq.

Second Starter.—Timekeeper.—J. R. Michael, Esq.

Hon. Treasurer.—W. M. May, Esq.

Clerk of the Course.—T. F. Hough, Esq.

THE JOCKEY CUP.—Value \$250. Second to receive \$100; and third \$50. For China Ponies Subscription Grifflins of any Season. To be ridden by Jockeys who have not had more than two winning mounts previous to this meeting in Hongkong or China. Weight for inches as per scale. Previous winners barred. Entrance \$10. Once round.

H. E. Sir Matthew Nathan's Corolla 10st 12lb (Mr. Hynes) 1
Mr. E. Goot's Rabbit 10st 9lb (Mr. Hynes) 2
Mr. Meilard's Pilot 11st 1lb (Mr. Simecock) 3
Mr. Cruickshank's Spring Chicken, 11st 1lb (Mr. Gresson) 4

Mr. A. C. Hyn's Sirocco 10st 12lb (Mr. Hynes) 5
Mr. D. Macdonald's Highland Chief 10st 12lb (Mr. Robertson) 6
Mr. S. H. Michael's Rising Sun 11st 3lb (2lbs over) (Mr. Rutherford) 7
Mr. Smith's Nugget 11st 2lb (Mr. Rutherford) 8
Rabbit got away first, with Highland Chief second and Rising Sun third, Spring Chicken bringing up the rear. At the bend Rabbit led from Pilot and Corolla, and this order was maintained past the football stand. Highland Chief, who was fifth, closed up with the third pony, but Sirocco overtook the third up the hill and got into second position at the neck, with Rabbit three lengths ahead. Rabbit was still in front at the village, but in the straight Corolla drew ahead and passed the post first, with Rabbit second and Pilot third. The Pari-Mutuel paid a dividend of \$14.90, and on the winners \$7.50, \$6.80 and \$12.20 respectively. The time was 2.05 1-5th.

THE CHANGING PLATE.—Value \$100. Presented by the Bankers and Exchange Brokers of Hongkong. Second to receive \$150; and third \$50. For China ponies. Weight for inches as per scale. Previous winners at this meeting of one race 7 lb. extra; of two or more races 10 lb. extra. Grifflins allowed 5 lb. Subscriptions grifflins of this season 1905-1906 allowed 1 lb. Unplaced runners allowed 5 lb. Entrance \$10. From the two mile post once round and in.

Mr. G. H. Potts' Heather King, 11st 11lb (Mr. Burkill) 1
Mr. Dargor's White Blaze, 11st 11lb (Mr. Moller) 2
Mr. Buxey's Sunrise Rose (late Sunbeam), 10st 10lb (Mr. Hayes) 3

The start found Heather King on the rails. All three got away in a line, and on passing the stand Sunrise Rose had assumed the lead, with Heather King and White Blaze in close attendance in the order given. No change took place going up the hill, but at the rock Heather King was closing in on the leader and White Blaze, hard held, on his flanks. At the bend Sunrise Rose fell out of the race, and the trio bunched. At the village White Blaze easily drew ahead, and increased his lead by several lengths. Apparently his rider regarded his position as secure, for he rode very easily, the result being that he was beaten within a few yards of the post by Heather King. Time, 2.28 2-5ths. The Pari-Mutuel paid \$6.20 on the winner, the dividend being \$6.70.

THE HONGKONG DERBY.—A sweepstakes of \$20 each with \$150 added. (Half forfeit if declared on or before day of closing entries.) For China ponies born 1st July, on date of entry. Weight for inches as per scale. Second 20 per cent., and third 10 per cent. Weight for inches as per scale. One mile and a half.

Mr. Buxey's Triumph Rose, 11st 11lb (Mr. Hayes) 1
Mr. G. H. Potts' Emerald King, 11st 11lb (Mr. Burkill) 2
Mr. Wingard's Rothern, 11st 4lb (Mr. Cox) 3
Mr. Ellis Kadoorie's Arab Chief, 10st 12lb (Mr. Moller) 4

Great interest was centred in the Hongkong Derby, the race in connection with which all the big sweeps were arranged. Only four ponies faced the starter, but the race was a willing one, and was won by Triumph Rose in a canter. The Rose took up a position alongside the rails with Arab Chief next, then Emerald King, while Rothern was on the outer course. Emerald King took the lead from Triumph Rose by half a length, Arab Chief being in third position three lengths behind. As the field passed the village for the first time Emerald King led by ten lengths from Triumph Rose, who was as many lengths ahead of Arab Chief and Rothern, the latter pair racing at the rear neck and neck. The field passed the stand for the first time in the following order—Emerald King, three lengths ahead of Triumph Rose, Rothern third, and Arab Chief, a length behind. Triumph Rose gradually drew on Emerald King in the back stretch, while Rothern pulled into third position. At the football stand Triumph Rose drew almost level with Emerald King, while Rothern maintained

third position. At the foot of the incline, Hayes held his mount hard, thus allowing Emerald King to increase his lead, while Rothern drew up to Triumph Rose, Arab Chief falling hopelessly to the rear. When this field were passing the village, the favourite's chances grew dim, Triumph Rose coming up at a great pace and passing him as they entered the straight. Burkill rode the King for all he was worth, but the pony was unequal to the task, and the blue and white stripes of the Rose's jockey passed the winning post some 20 lengths ahead of Emerald King, with Rothern third some eight lengths behind. Time, 2.26 3-5ths. Payments on the Pari-Mutuel were—Triumph Rose, \$6.80; Emerald King \$7.70; dividend, \$6.60.

THE PARSIE CUP. Presented by members of the Parsi Community. Second to receive \$150; and third \$50. For China ponies subscription grifflins of this season 1905-1906. Weight for inches as per scale. Entrance \$10. One mile and a quarter.

Mr. E. W. Mitchell's Zepher, 11st 11lb (Mr. Dupree) 1
Mr. G. H. Potts' Maori King, 10st 12lb (2lbs over) (Mr. Burkill) 2
12th Baluchis Subaltern's Pathan, 11st 1lb (Mr. Alderton) 3
Mr. A. Babington's Rover, 10st 9lb (Mr. Robertson) 4
Mr. Buxey's Common Rose, 10st 12lb (Mr. Hayes) 5
Mr. Cruickshank's Red Herring, 10st 12lb (Mr. Cox) 6
Mr. Dargor's Diadem, 11st 1lb (Mr. Simecock) 7
Messrs T. F. Hough & R. Shewan's Halcyon Days, 10st 11lb (Mr. Mackie) 8
Mr. G. C. Maxon's Speculation, 11st 11lb (2lbs over) (Mr. Johnson) 9
H. E. Sir Matthew Nathan's Shimshada, 11st 1lb (Mr. Leary) 10
Mr. John Peel's Gabecharuz, 10st 12lb (Mr. Gresson) 11

*Dead heat.

Eleven ponies got a good start in this race, R. Herring taking the most advantage of it, while Speculation followed hard in his wake. Passing the stand for the first time Red Herring was first, Speculation second and Common Rose third. At the football stand Speculation drew ahead of Red Herring, and Diadem took up the third position. The leaders closed up as they rounded the incline, and a fine race was witnessed. As they round the rock Red Herring took the lead, with Zepher second and Maori King third. Coming up the straight, Zepher pulled up to Maori King and a splendid struggle ensued, in which the pair shared honours equally, running in neck and neck, with Pathan some three lengths behind third. Time, 2.57 3-5ths. The Pari paid on Maori King \$9.70; on Zepher, \$12, and on Pathan \$5.50; dividend, \$18.40.

THE GOLD COAST CUP. Presented by His Excellency Sir Matthew Nathan, K.C.M.G. Second to receive \$100; and third \$50. For China ponies. Weight for inches as per scale. Previous winners at this meeting of one race 7 lb. extra; of two or more races 10 lb. extra. Grifflins allowed 5 lb. Subscriptions grifflins of this season 1905-1906 allowed 1 lb. Unplaced runners allowed 5 lb. Entrance \$10. From the two mile post once round and in.

Mr. John Peel's Ca Cany, 10st 12lb (Mr. Johnson) 1
Mr. Buxey's Fortune Rose (late Peacemaker), 11st 4lb (Mr. Hayes) 2
Mr. Dargor's White Blaze, 11st 11lb (Mr. Moller) 3
Mr. Buxey's La France Rose, 10st 12lb (Mr. Mackie) 4
Mr. Drysdale's Jovial Monk, 9st 13lb (Mr. Deane) 5
Messrs Macdonald & Alderton's Banzai, 10st 11lb (Mr. Alderton) 6
Mr. Reinbak's Saxonia (late Saxo King), 10st 9lb (Mr. Simecock) 7
Mr. G. H. Potts' Syce King 11st 3lb (Mr. Burkill) 8

Saxonia sprang into first position after the start, with Ca Cany second and White Blaze third. Jovial Monk at once crept into third position. Syce King running fourth and Banzai fifth. Passing the rock Ca Cany led with Saxonia second and Syce King third. Rounding the bend Syce King asserted himself and shot to the front, leading the field by some distance, Ca Cany running second and White Blaze third. It was a splendid race home. Ca Cany overhauled the King who was displaced at the winning post, and ran home by a length and a half. Fortune Rose being second and White Blaze third. Time, 1.18 2-5ths. Pari payments were: Ca Cany, \$7.40; Fortune Rose, \$9.40; White Blaze, \$8.80; dividend \$19.30.

THE PROFESSIONAL CUP. Presented. Second to receive \$100; and third \$50. For Grifflins on date of entry and Punished lags never won a Race. Subscription Grifflins of this Season 1905-1906 allowed 5 lb. Weight for inches as per scale. Previous winners barred. Jockeys who have never had a winning mount allowed 5 lb. Entrance \$10. One Mile.

Mr. G. H. Potts' Exchange King 11st 11lb (Mr. Burkill) 1
Messrs T. F. Hough & R. Shewan's The Quail 11st 4lb (Mr. Mackie) 2
Mr. Buxey's Spotted Rose 11st 4lb (Mr. Mackie) 3
Mr. Ellis Kadoorie's Lucky Chief 11st 1lb (Mr. Johnson) 4
Mr. D. Macdonald's Highland Laird (late Copper King) 11st 1lb (Mr. Alderton) 5
H. E. Sir Matthew Nathan's Melinite 10st 10lb (Mr. Leslie) 6
Mr. S. P. C. Blue Nile 11st 1lb (Mr. Moller) 7

As soon as this race was started Exchange King assumed the lead, with Blue Nile second and Melinite third. At Berrington Exchange King was still in the van, but Blue Nile was lessening the distance between them and as the rock was reached they raced neck and neck until the latter pony displaced the King. Melinite then drew up to him, but Exchange King was willing, and in response to the whip bounded forward and again took the lead, passing the winning post about ten lengths ahead of The Quail, who ran second, with Spotted Rose third. Time, 2.17. Pari payments were: Exchange King, \$6.20; The Quail, \$14.80; Spotted Rose, \$9.20; dividend \$12.10.

THE CHALLENGE CUP. Value One Hundred Guineas. For China Ponies. A forced entry of \$10 each, but optional to China ponies subscription grifflins of this or previous seasons. Weight for inches as per scale. To be won two years consecutively by a pony or ponies the bona fide property of

the same owner or owners. Winner to receive \$300 and 70 per cent., second \$100 and 20 per cent., and third \$50 and 10 per cent. of the entrance fees until the cup is finally won, when the second pony will receive 75 per cent., and the third pony 25 per cent. of the entrance fees. One Mile and three quarters.

Mr. Wingard's Cardas 11st 7lb (Mr. Cox) 1
Mr. G. H. Potts' Norman King 11st 1lb (Mr. Burkill) 2
Father O'Flynn's Donnybrook (late Diamond King) 11st 1lb (Mr. Gresson) 3
Mr. Cruickshank's Mikosh 11st 1lb (Mr. Johnson) 4

This race brought four greys into the field. Donnybrook got on the rails, his neighbour being Norman King, with Cardas third and Mikosh outside. A good start, Donnybrook leading from Norman King, with Mikosh third and Cardas last. Passing the football stand for the first time Mikosh took the lead, followed by Norman King. Donnybrook was in the third position and Cardas last. The field bunched up the hill, where Donnybrook lost his place to Cardas. Norman King, Mikosh and Cardas closed in at the bend, Donnybrook being left several lengths behind. They passed the stand in the following order—Cardas, Mikosh, Norman King and Donnybrook, the same position being maintained in the back stretch, Cardas being held. He increased the distance between himself and Norman King, who was a length ahead of Mikosh. Donnybrook overtook Mikosh at the incline, and the other two neck and neck till at the rock, where Cardas was a length ahead. Donnybrook had now passed into the third position. At the bend, Cardas, easily ridden, increased his lead from Norman King, while Mikosh was nowhere in the race. Cardas gained an easy win, Norman King, hard ridden, coming in second, and Donnybrook third, ten lengths behind. Time 4.13. The Pari-Mutuel paid \$5.40 and \$5.60 respectively on the winners, and a dividend of \$8.60.

THE PARSIE CUP. Presented by the Parsi Community. Value \$250. Second to receive \$100; and third \$50. For China ponies subscription grifflins of this season 1905-1906. Weight for inches as per scale. Entrance \$10. One mile and a quarter.

Other winners 7 lb. extra. Entrance \$10. From the Two Mile Post once round and in.

Mr. Buxey's Common Rose, 10st 12lb (Mr. Hayes) 1
Mr. Christini's Freckleback, 11st 2lb (Mr. Johnson) 2
Mr. S. G. Nevall's Sundial, 11st 2lb (Mr. Johnson) 3
Mr. Cruickshank's Spring Chicken, 11st 1lb (Mr. Cruickshank) 4
Messrs T. F. Hough & R. Shewan's Prentiss Laird, 10st 12lb (Mr. Mackie) 5
Mr. Ellis Kadoorie's Mongolian Chief, 11st 1lb (Mr. Ingles) 6
Mr. D. Macdonald's Highland Star, 10st 12lb (Mr. Alderton) 7
Mr. Magpie's Velocity, 10st 12lb (Mr. Burkill) 8
Mr. Meilard's Eagle, 11st 1lb (Mr. Dupree) 9
Mr. Meilard's Pilot, 11st 1lb (Mr. Simecock) 10
Major Parker & Mr. Hynes's Baluchi, 10st 9lb (Mr. Robertson) 11
Mr. John Peel's Gabecharuz, 10st 12lb (Mr. Gresson) 12

In this event two ponies faced the starter. At the outset Pilot was slightly ahead of the field, Common Rose running close behind him. From the football stand to the village the field kept well together, but in the straight Common Rose drew ahead, followed by Freckleback. The Rose won by about three lengths. Freckleback being second and Sundial third. The time was 2.35 3-5ths. The Pari-Mutuel paid on the first \$8.30; second \$7.30, and third \$5.60. Dividend, \$42.10.

THE NAVY CUP. Presented by the Officers of His Majesty's Fleet. Second to receive \$150; and third \$50. For China ponies bona fide grifflins on date of entry. Weight for inches as per scale. Winners of one race at this meeting 7 lb. extra; of two or more races 10 lb. extra. Unplaced runners allowed 5 lb. Entrance \$10. One mile and a quarter.

Mr. Buxey's Glorious Rose, 11st 1lb (Mr. Hayes) 1
Mr. Dargor's Zepher, 11st 1lb (Mr. Moller) 2
Mr. G. H. Potts' Syce King, 11st 8lb (Mr. Burkill) 3
Mr. Cruickshank's New Boy, 10st 5lb (Mr. Alderton) 4
Mr. Wingard's Rothern, 11st 4lb (Mr. Cox) 5
Mr. Wingard's Kamloops, 11st 12lb (Mr. Johnson) 6

All the ponies got away well together. Glorious Rose at the rails claimed the premier position, but Kamloops and New Boy challenged him and went ahead, with Syce King third. Glorious Rose fourth, and Rothern last. Past the football stand New Boy led, but Syce King got through, who lurch and led up the hill with New Boy disputing all the way. At the bend Rose came along on the rails and won a good race, with Zepher second and Syce King third. Time, 2.55 2-5ths. The Pari-Mutuel paid \$5.70, and 5-30 on winners, and a dividend of \$12.

THE GYMNASTIC CLUB CUP. Value £20. Presented by the Members of the Gymnastic Club. Second to receive \$100; and third \$50. For all China ponies that have been in the Colony prior to September 1st, 1905, and subscription grifflins of this season 1905-1906. Weight 10 st. 8 lb. Winners of an open race 7 lb. extra; of a subscription grifflins race 2 lb. extra. Subscriptions grifflins of this season 1905-1906 allowed 7 lb. Previous winners at this meeting barred. Jockeys who have never had a winning mount allowed 5 lb. Entrance \$10. Three quarters of a mile.

Mr. Buxey's Rambler Rose (late Highland Chief), 10st 8lb (Mr. Hayes) 1
Mr. S. H. Michael's Rising Sun 10 lb (Mr. Dupree) 2
Mr. D. Macdonald's Highland Laird (late Copper King) 10st 8lb (Mr. Alderton) 3
Mr. Drysdale's Bennecke, 10st 1lb (Mr. Burkill) 4
Father O'Flynn's Droghda, 10st 3lb (Mr. Johnson) 5
Mr. S. H. Michael's Rising Sun 10 lb (Mr. Dupree) 6
Mr. D. Macdonald's Highland Laird (late Copper King) 10st 8lb (Mr. Alderton) 7
Mr. Drysdale's Bennecke, 10st 1lb (Mr. Burkill) 8
Messrs T. F. Hough & R. Shewan's The Quail 10st 1lb (Mr. Mackie) 9
Messrs Macdonald & Alderton's Banzai 10st 3lb (Mr. Simecock) 10
Mr. D. Macdonald's Highland-man 11st 9lb (Mr. Johnson) 11
H. E. Sir Matthew Nathan's Acorn, 11st 3lb (Mr. Johnson) 12

The M.M. str. Occasion, with the next French mail, left Singapore on the 12th inst., at midnight, for this port via Saigon.

The C.P.R. str. *Empress of India* arrived at Nagasaki at 10.30 a.m. on Monday, the 12th Feb., and left again at 6 p.m. same day for Kobe, where she was due to arrive at 8 p.m. on Tuesday, the 13th Feb.

The E. & A. str. *Lupine*, which left here on the 25th ult. for Timor, Port Darwin, Queensland ports, &c., reached Sydney on the 12th inst.

The P. & O. str. *Jana* left Singapore for this port on the 13th inst., at 8 a.m.

The H.A.L. str. *Silesia*, from Hamburg, left Singapore for this port on the 13th inst., at 8 a.m., and may be expected here on or about the 19th inst., p.m.

The O.S. & C.M. str. *Laertes* left Singapore on the 13th inst., and is due here on the 18th inst.

The Times New York correspondent says it is admitted by the officials of the Pacific Mail Steamship Company that the Togo Kisen Kaisha has offered to buy the steamships of that line engaged in the trans-Pacific service. They are the *Korea*, *Siberia*, *Manchuria*, and *Mongolia*, and they cost about 10,000,000 dollars (\$2,000,000). The Pacific Mail line is controlled by Mr. E. H. Harriman, who recently visited Japan.

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Mr. Ottery's Alarm 10st 5lb (Mr. Robertson) 6
Mr. E. Owen's Grafton, 11st 1lb (Mr. Johnson) 0
Mr. Smith's Ingot, 9st 10lb (Mr. Hynes) 0

Twelve ponies started and ran in a bunch until the incline was reached. Then Rising Sun took the lead and maintained it until nearing the straight, when Rambler Rose drew ahead and at last managed to pass the winning post ahead of Rising Sun, Highland Laird running third. Time, 1.39 3-5ths. The Pari paid a dividend of \$35.00; \$12.50 on Rambler Rose, \$57 Rising Sun, and \$22 on Highland Laird.

TO-DAY'S PROBABLE WINNERS.

I consider the following to be the probable winners for to-day's races—
The Grand Stand Stakes—1, Zanzibar; 2, Emerald King; 3, Spotted Rose or Rothern.
The Great Southern Stakes—1, Sunrise Rose; 2, White Blaze; 3, Bennecke.
Governor's Cup—1, Pathan; 2, Rover or Sundial; 3, Red Herring or Maori King.
Ladies' Purse—1, Heather King; 2, Ca Cany; 3, Blue Nile.
Flyway Stakes—1, Syce King; 2, Old Boy; 3, Himalaya Rose or The Quail.
The Phœthon Stakes—1, Highland Laird; 2, Arab Chief; 3, Forward.
Consolation Stakes—1, Norman King; 2, Fortune Rose or Himalaya Rose; 3, New Boy.
Hongkong Stakes—Rover or Pathan; Freckleback or Common Rose; Highland Star or Speculation.
Champion Stakes—1, Triumph Rose; 2, Cardas; 3, Glorious Rose or Emerald King.
Nil Desperandum—Anybody's race will be decided on the spot.

THE PHAETHON STAKES.

Appended is the handicap in this race:

	lbs
Gold King	11 7
Highland Laird	11 7
Bennecke	11 4
Emerald King	10 12
Zanzibar	10 9
Spotted Rose	10 8
The Quail	10 8
Old Boy	10 5
Alern	10 4
Highland Man	10 4
New Boy	10 3
Himalaya Rose	10 3
Mick	10 3
Forward	10 1
Highland Star	9 10
Highland Chief	9 10
Shimshada	9 10
Melinite	9 10

CANTON.

[FROM OUR CORRESPONDENT].

February 10th.

THE DEMAND FOR RAILWAY SHARES.
Several hundred thousand dollars worth of shares were subscribed for yesterday. The largest subscribers were Ko-Ki-long and Chu Pak-kin, who each took ten thousand shares. The Chamber of Commerce has ordered ten thousand subscription books to be printed and distributed as soon as possible amongst the street Kai-fong so as to enable servants and children to take shares.

THE REMOVAL OF VICEROY SHUN.
Ex-Viceroy Hui-Ying-kwai and the Canton gentry dispatched telegrams on the 7th inst. to the Cabinet and the six boards of Peking, and also to Chang Chih-tung, to the following effect: "We insist on the removal of Viceroy Shun. If not removed from Kwangtung, we not only stop construction of the Canton-Hankow Railway but we will also refund all the capital to the shareholders."

THE VICEROY'S QUANDARY.
Viceroy Shun received the following telegram a few days ago: "Regarding the case of Lai Kwai-pui's arrest and his disgrace, we have already authorized Viceroy Chen Fu to memorialize personally, giving full and clear explanation."

BIG BARRACKS FOR CANTON.
It is reported that the provincial Government intended to raise a large army, and a contractor, Leung Shum-ling, has entered into a contract to erect barracks outside the big East Gate at a price of 12, 160,000.

LAI-KWAI-PUI INTERVIEWED.
I had an interesting interview yesterday with Lai-Kwai-pui in the Nam Lo Ching Kue. I went there early in the afternoon on the off-chance of seeing him and asking him a question or two regarding the situation. I had to wait a good hour or so owing to the great number of visitors. The sergeant on duty told me that from 9 a.m. till evening there was a continuous succession of visitors, leaving Lai-Kwai-pui just the bare time for his meals. At 3 o'clock a clerk in a long blue robe informed me that my turn had come and that Mr. Lai would be pleased to receive me. Following the bearer of my card, which was held up in the air, I stepped into the prisoner's room and after the usual greetings, and having enquired about his health, I asked him a series of ten questions, which I append herewith with his answers.

(1) What is your opinion concerning the general aspect of affairs now?—Matters are entirely in the hands of the 72 guilds and the charitable institutions. Everything seems favourable regarding the raising of funds for the construction of the railway; and I am sanguine that about fifteen or sixteen millions can be raised here and abroad.

(2) Do you believe the merchants can carry out the scheme by their own resources (i.e., without resorting to foreign loans)?—That I am unable to say definitely, but the people's idea is not to use foreign capital at all. We may, however, be compelled to resort to foreign capital.

(3) It is estimated that the Kwangtung section of the line will cost about \$30,000,000. Do you think such a sum can be raised?—Quite so; it requires about \$30,000,000 for our section alone. I believe that between the Cantonese here and those abroad about

\$16,000,000 can be raised, which will be a very sound capital to start with. The methods we adopt are those applied in foreign countries for the construction of gigantic lines. That is to say, when a certain large sum is raised it is used as a sound basis to go on with. The rest can be raised as the construction is proceeded with.

(4) You will require technical advice and foreign engineers. How do you propose to deal with this question?—Of course, the two northern sections intend to engage the services of foreign engineers; the Himmans will employ English constructors and the Fokienese Japanese. With regard to our section, we do not intend to engage foreigners at all. We have two experienced Cantonese engineers, Chan Tin-yun and Lo Kwok-shui, who have gained experience in the construction of the Kiangsi Railway. We propose to entrust them with the construction of our section.

(5) When do you expect to be released?—That is a question that I am unable to answer. This matter is left entirely in the hands of the 72 guilds and the gentry. I have, as you know, been requested by several of the highest authorities to go home. I have refused. But if there is an Imperial Edict, of course, I must obey.

(6) What action do you intend to take when you recover your liberty?—This is another one of those questions that must be decided by the gentry and the 72 guilds; besides, it all depends on the future actions of the Government.

(7) Do you think a compromise is possible at this juncture?—I have no power to compromise with the Government; the matter is a public affair and must be decided by the public. My humble opinion is that the people will insist upon having sole control of the finances and the construction of the railway, and do not want the Government to have a finger in the pie. All that they want from them is protection. They certainly will not consent to any increase of the taxes.

(8) Will the Viceroy be removed in consequence of this affair?—He will naturally be compelled to go if he is not in harmony with the guilds and the gentry. Provincial affairs will come to a deadlock, as the guilds and gentry partake of the nature of a foreign parliament. The authorities will be unable to raise funds and few things can be done without their consent. The Viceroy has despatched to-day a long memorial to Peking praying to resign and to be allowed to proceed to Japan to recruit his health. This is a flying despatch, and he has given orders that it should reach Peking within ten days.

(9) Is the present feeling against official speculation local or general?—This feeling is general amongst all the Cantonese in China and abroad.

(10) Are you satisfied as to the turn events have taken recently since the subscriptions have been started; and what are your plans regarding the future?—I am perfectly satisfied with the turn events have taken. The spirit and energy displayed by the Chamber of Commerce shows that there is every hope that the necessary funds will be forthcoming. I entertain personally the most optimistic views concerning the ultimate success of our scheme and the construction of the railway.

LONG. HING & CO.
IMPORTERS OF HIGH CLASS CAMERAS, NO. 17, QUEEN'S ROAD.

N. & G. SPECIAL B. & PLATE CAMERA, Fitted with ZEISS "PROTAR" Lens, Yellow Screen, and Leather Case \$300.00
N. & G. "NYDIA" POCKET CAMERA, 1 PLATE, Fitted with ROSS Homocentric Lens and Leather Case 135.00
ROSS FOCAL PLANE CAMERA & PLATE, with 3 Dark Slides and Leather Case 140.00
No. 3A. FOLDING POCKET KODAK, with B. & L. PLASTIGMAT Lens 150.00
" 4 SCREEN FOCUS " " GOERZ Lens 140.00
" 4 CARTRIDGE " " " 135.00
" 3A. FOLDING POCKET " " " 135.00
" 3 " " " 120.00

JUST LANDED.
GUICHARD POTHERET & FILS.
SPARKLING RED BURGUNDY.

PER CASE 12 BOTTLES ... \$32.00
" 24 BOTTLES ... \$34.00

SOLE AGENTS:
H. PRICE & CO.,
WINE MERCHANTS,
12, QUEEN'S ROAD CENTRAL.

THE ROBINSON PIANO CO. LD.
THE APOLLO PIANO PLAYER IS A MUSICAL TRIUMPH. You should hear it. RECITALS DAILY.

NEW MODEL PIANOS
BY THE MOST NOTED EUROPEAN MAKERS.

"OWN MAKE" IN SOLID TEAK. EMBODYING THE MINIMUM OF COST WITH THE MAXIMUM OF EXCELLENCE \$375 AND UPWARDS.

VICTOR TALKING MACHINES.
WITH TAPERING ARMS.

LATEST OPBRAS & SONGS.
Hongkong, 1st January, 1906. 1116

THE CHINA FIRE INSURANCE CO. LIMITED.
NOTICE.

FROM this date, and during the absence of Mr. C. J. P. HARRISON from the Colony, Mr. C. J. P. HARRISON has been appointed ACTING SECRETARY to the Company.

A. G. WOOD, Chairman.
Hongkong, 31st January, 1906. 1169

FOR SALE.
FOR SALE.
LIVE GOATS AND GOAT'S MEAT.
Prices Moderate. Apply to—
TUNG WING.
No. 1 Stall, Central Market.
Hongkong, 12th February, 1906. 1495

FOR SALE.
PICTORIAL POST CARDS of Latest Style. Post Card Albums and a Valuable Collection of RARE POSTAGE STAMPS. On view at—
GRACA & Co's STALL,
Hongkong Hotel Corridor.
Hongkong, 9th February, 1906. 388

FOR SALE.
HANDSOME BLACK GELDING
(Australian) Accomplished. Exceptionally fast trotter. Carriage or Saddle Hack. Can be seen at Kennedy's Horse Repository. Offer to—
Care of "Daily Press" Office.
Hongkong, 1st February, 1906. 1322

FOR SALE.
THE GOODWILL AND STOCK-IN-TRADE of "TAI WO." Photo-graphers, of No. 25, Queen's Road Central (Corner of D'Agular Street and No. 35, Queen's Road Central).
For further particulars, apply to—
YEE WO,
Tailor,
No. 35, Queen's Rd. Central.
Hongkong, 9th February, 1906. 389

NOTICE.
GEO. FENWICK & CO. LD., Engineers &c., are open to receive OFFERS FOR THE PURCHASE OF THEIR WANCHAI PROPERTY, comprising portions of Marine Lots Nos. 31 and 36; approximate area 43,000 square feet.
For further particulars apply to the Company, Hongkong, 12th Feb., 1905. 135

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, Daily Press, only, and special business matters to the Manager.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: P. Press. Cables: A.B.C. 5th St. Lieber's.

P.O. Box 38. Telephone No. 12.

NEW ADVERTISEMENTS

EOTHEN MARK LODGE, No. 264.

A REGULAR MEETING of the EOTHEN MARK LODGE will be held at the FREEMASONS' HALL on MONDAY, the 19th inst., at 8.30 p.m. precisely. Visiting Brothers are cordially invited to attend.

Hongkong, 14th February, 1906. [413]

COMPAGNIE DES MESSAGERIES MARITIMES

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"OCEANIC."

Captain Courat, will be despatched for the above Ports on or about MONDAY, the 19th inst.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent,
Hongkong, 14th February, 1906. [2]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"FERA."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., or as per Particulars.

Optional goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 13th February, 1906. [1]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINCESS ALICE."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 10th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, the 13th inst., at 9.30 A.M.

All Claims must reach us before the 24th inst., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 13th February, 1906. [5]

PUBLIC COMPANIES

THE HONGKONG, CANTON & MACAO STEAMSHIP COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-NINTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, HOTEL MANSIONS, TO-MORROW (THURSDAY), 15th FEBRUARY, at 11 A.M., for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of Directors and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 15th February, both days inclusive.

By Order of the Board of Directors.
T. AKNOLD, Secretary.

Hongkong, 25th January, 1906. [280]

HONGKONG ICE COMPANY, LTD.

THE TWENTY-FIFTH ORDINARY ANNUAL MEETING of Shareholders will be held at the Office of the General Managers, at 12.30 P.M. TO-MORROW (THURSDAY), 15th FEBRUARY, to receive a Statement of the Company's Accounts to 31st December, 1905, and the Report of the General Managers.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to 15th February, both days inclusive.

JARDINE, MATHESON & CO.
General Managers.
Hongkong, 30th January, 1906. 301

PUBLIC COMPANY
EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

LETTER TO POLICYHOLDERS FROM THE PRESIDENT.

New York, December 14th, 1905.

TO THE POLICYHOLDERS:

I had hoped to make some statement to you before this, but I have believed it was best to wait until I could give you a final conclusion in regard to the financial condition of the Society based on full investigation. This explains the delay in communicating with you.

On June 9th last, under the condition that I should have full power as to men and methods, and with no pledges of any kind to any one, I was elected by the Directors of the Society as CHAIRMAN of the BOARD, and at once assumed the active management of the Society's affairs.

Soon after I was elected PRESIDENT of the SOCIETY and the Office of Chairman was abolished.

One of the first acts of my administration was the employment of Messrs. Price, Waterhouse & Company, chartered accountants of Great Britain and New York, and Messrs. Griggs & Sells, certified public accountants of New York, to investigate the affairs of the Society, under directions to render complete and exhaustive reports on the following subjects:

1. The Society's annual expenses, including legal expenses, advertising expenses, agency expenses, and cost of securing business.

2. The real estate investments of the Company, including in the case of each parcel the value of the property, the income which it yields, and the fair valuation of the property, whether above or below the value at which it is carried upon the books of the Society. (If necessary, real estate experts may be employed in ascertaining the value and income of the real estate, subject, of course, to my approval as to men and terms.)

3. The other assets of the Society, their character and the circumstances under which they have been made.

4. The Society's surplus and the manner in which it is carried upon the books of the Society.

5. The methods of keeping the Society's accounts, and the respects in which its accounting may be improved.

6. The relations between the Society and the trust companies, banks, safe deposit companies, and other institutions with which the Society is affiliated by ownership of considerable amount of stock or otherwise. (In the case of every corporation in which the Society has a dominant or important interest, or with which the Society has special relations, the ownership of stock other than that owned by the Society should be ascertained so far as practicable.)

7. The subjects covered by the report of the Investigating Committee of which Mr. Erik was Chairman should be fully investigated.

8. When the report of the New York Superintendent of Insurance has been made that report should be carefully studied, and every matter covered by it or by the recommendations of the Commissioner should be carefully examined.

Subsequently a still more elaborate plan of investigation was agreed upon with these accountants, and I doubt if any American insurance company ever before had such an exhaustive examination.

It has taken a large force of men five months to ascertain the exact financial status of the Society, now fully exposed by the balance sheet transmitted with the following note and reproduced on pages 6 and 7.

New York, November 25th, 1905.

The Equitable Life Assurance Society of the United States, 120 Broadway, New York.

Dear Sir:—The exhaustive examination which we have made of the affairs of the Equitable Life Assurance Society of the United States is so far completed, that we are now able to furnish you with a Balance Sheet showing the true Financial Position of the Society on September 30th, 1905.

The Assets of the Society as claimed were all found to be on hand, and amounted in value to \$416,166,500.10 as shown by the Balance Sheet.

The Surplus over and above all Liabilities amounted to \$87,142,865.42.

A conservative revaluation of the Assets, including a re-appraisal of all the real estate owned by the Society or covered by mortgages held by the Society, has resulted in a reduction in certain of the values adopted in the Society's last Annual Report, principally in Real Estate and in Stocks of certain financial institutions.

Your very truly,
PAUL MORTON, President.

(Signed) PAUL MORTON, President.

(Signed) A. LOWES DICKSON, F.C.A., C.P.A.

(Signed) HASKINS & SELLS

Certified Public Accountants,

by EDWARD W. SELLS, C.P.A.

You will be gratified to learn:

(1) That all the assets claimed by the Society are on hand, are of a high grade, and are conservatively worth \$416,166,500.10.

(2) That the surplus over and above all liabilities, the surplus is \$87,142,865.42, about seven-eighths of which is a fund for division among existing deferred dividend policies at the end of their accumulation periods.

(3) That the reduction in the book value of our assets and surplus is caused by a revaluation on a conservative basis, and in no way reduces the income of the Society.

The decrease in the value of assets is chiefly in real estate which was carried at prices too high, and in shares of certain financial institutions which were carried at market prices based on transactions which were damaged by the accountants to be excessive.

REINFORCEMENT

Economies amounting to \$800,000.00 a year have already been introduced, which if capitalized on a four per cent basis would be equivalent to an additional investment of over \$15,000,000. This more than covers the marking down of assets. I expect to institute still further economies of a radical character.

RESTITUTION

Under the past management transactions involving the expenditure of large sums of money have been carried through frequently without any proper authority of the Board of Directors and with very meagre bookkeeping records, so that it has been difficult in many instances to secure explanation of certain transactions which have taken place during the last year, some of which involve a financial loss to the Society.

The liabilities disavowed by the Society, and the amounts restored to the Society approximate \$31,000,000, and legal proceedings have been instituted for the recovery of considerable additional sum.

PUBLIC COMPANIES

ANNUAL AUDIT.

It will be the policy of the new administration of the Society to insist on an independent audit of its accounts as to its financial condition, once each year; the result of which will be published.

NOMINATION OF DIRECTORS.

Under the change in ownership of a majority of the stock, the shares were at once put in trust and Directors are now nominated by the trustees—Hon. Grover Cleveland, Justice Morgan J. O'Brien, and Mr. George Westinghouse. Thirteen Directors are chosen annually, and the Trustees will each year offer an opportunity to the policyholders to express their preferences in respect of the choice of Directors.

POLITICAL CONTRIBUTIONS.

It will be the policy of the Society hereafter not to make contributions to political campaigns. It is my opinion that we have no right to use the funds of the Society for any such purpose.

REAL ESTATE INVESTMENTS.

In the last ten years this Society has loaned over \$3,200,000.00 on real estate mortgages, mostly in large cities. Only six of these cases has it had to take property under force of sale and in these six instances the property was sold so as to not a profit. It will continue to be the policy of the Society to make investments of this description.

COST OF INSURANCE.

The very essence of life insurance is safety and this can be secured only by reasonable premiums.

A great many Equitable policyholders are doubtless asking themselves the question whether it will pay them to continue their policies. To such I wish to say most emphatically that my investigation of the affairs of the Society has convinced me that there is no cheaper way for the policyholders of the Equitable to have sound life insurance than by retaining their policies.

The real estate investments of the Company, amounting over \$3,200,000.00, are safely invested upon a basis which returns an excellent rate of interest upon the revised valuations, and I expect in due time to accomplish such economies that the cost of administration and securing new business will be reduced to the lowest possible basis consistent with safety and efficiency. I accordingly believe that by continuing your policies in the Equitable you will receive life insurance at the lowest cost consistent with safety.

I therefore advise you to continue to pay your premiums; to allow your policies to lapse will be doing yourselves injustice. Your contracts with this Society are as safe and sound as anything earthly can be. Where lapses have already occurred the agents of the Society will cheerfully assist in restoring policies.

EXTRAORDINARY EXPENSES IN 1905.

I congratulate you and all policyholders in solvent concerns on the satisfactory results to the agitation of the past year. This Society since January 1st. The extraordinary legal and other expense entailed thereby is amply compensated for by the enforced restitutions and checked waste herein above referred to and by the final assurance you now have of the wealth and solvency of your Society. I am convinced that this and other investigations and the resulting stimulation of discussion have attracted public attention to the impregnable strength of established concerns like the Equitable more effectively than could have been done by any other means. While these investigations may have been destructive individual reputations, the utility of life insurance has been more fully demonstrated than ever before.

There will be no effort by the new administration to have the biggest company in the world; the effort will be to make it the best and safest, and to secure the most profitable business at the policy not to solicit or secure new business at the expense of the present policyholders, and in case it is determined that business in any section of the world is unprofitable, that field will be abandoned.

Over 95 per cent. of our death claims are settled within 24 hours after proof of death is received, and since January 1st, 1905, through all of the agitation concerning life insurance, this Society alone has paid out over \$1,166,745 every working day.

Assuming that it will be my constant endeavor to conduct the affairs of this Society in a manner that will merit your hearty approbation, I am,

Very truly yours,

PAUL MORTON, President

(Signed) PAUL MORTON, President

(Signed) A. LOWES DICKSON, F.C.A., C.P.A.

(Signed) HASKINS & SELLS

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(3) That the reduction in the book value of our assets and surplus is caused by a revaluation on a conservative basis, and in no way reduces the income of the Society.

The decrease in the value of assets is chiefly in real estate which was carried at prices too high, and in shares of certain financial institutions which were carried at market prices based on transactions which were damaged by the accountants to be excessive.

REINFORCEMENT

Economies amounting to \$800,000.00 a year have already been introduced, which if capitalized on a four per cent basis would be equivalent to an additional investment of over \$15,000,000. This more than covers the marking down of assets. I expect to institute still further economies of a radical character.

RESTITUTION

Under the past management transactions involving the expenditure of large sums of money have been carried through frequently without any proper authority of the Board of Directors and with very meagre bookkeeping records, so that it has been difficult in many instances to secure explanation of certain transactions which have taken place during the last year, some of which involve a financial loss to the Society.

The liabilities disavowed by the Society, and the amounts restored to the Society approximate \$31,000,000, and legal proceedings have been instituted for the recovery of considerable additional sum.

BALANCE SHEET.

September 30th, 1905.

ASSETS

Real Estate 28,554,270.93

Secured Loans 113,776,095.34

Bonds, Stocks and other Securities 235,538,962.00

Cash in Banks and Trust Companies 5,895,442.64

Premiums in course of Collection 7,664,640.78

Interest and rentals due 4,014,092.65

Total Assets \$416,166,500.10

LIABILITIES

General Insurance Reserve and present value of all outstanding policies computed with 4.00 and 3.00 per cent interest 342,932,061.09

Current Liabilities: Death claims, endowments, annuities and dividend due and unpaid 2,556,794.81

Commissions and Current Expenses 2,195,414.19

Premiums, interest, &c., received in advance 1,899,364.63

Capital Stock 193,000.00

Total Liabilities 349,923,634.63

Surplus 67,142,865.42

Total Assets \$416,166,500.10

We hereby certify that in our opinion the above balance sheet is correct and is properly drawn up so as to show the true financial position of the Society as of September 30th, 1905.

(Signed) PAUL MORTON, President

(Signed) A. LOWES DICKSON, F.C.A., C.P.A.

(Signed) HASKINS & SELLS, 307

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-SEVENTH ORDINARY ANNUAL MEETING of Shareholders in the above Company will be held at the OFFICES of the COMPANY, King's Buildings, Connaught Road, on WEDNESDAY, the 7th day of March, 1906, at 12 o'clock Noon, to receive a Statement of Accounts to 31st December, 1905, and the Report of the General Managers, and to elect a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 31st February to the 7th March, both days inclusive.

JARDINE, MATHESON & CO.
General Managers.
Hongkong, 13th February, 1906. 411

PUBLIC COMPANIES

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CHINA TRADERS' INSURANCE COMPANY, LIMITED, will be held at the Registered Offices of the Company at Queen's Buildings, Victoria, in the Colony of Hongkong, on FRIDAY, the SIXTEENTH day of FEBRUARY, 1906, at 12 Noon, for the purpose of considering and if thought fit passing the subjoined special Resolutions. Should the said Resolutions be passed by the required majority, they will be submitted for confirmation as Special Resolutions to a Second Extraordinary General Meeting which will be subsequently convened.

Dated the 25th January, 1906.
By Order of the Board,
JAMES WHITTALL
Secretary.

RESOLUTIONS:
(1) That the Articles of Association of the Company be altered in the following manner—

The Following Article shall be substituted for Article 130, namely:—
130. The Board, through its Secretary, shall make Yearly Statements of the Accounts of the Company from the 1st day of January to the 31st day of December, in each and every year, which shall be duly audited and presented to the Shareholders, at each of the Ordinary Meetings of the Company, together with a Report on the general position of the Company.

(2) That the Board, through its Secretary, shall make a Statement of the Accounts of the Company as from the 1st day of May, 1905, to the 31st day of December, 1905, which shall be duly audited and presented to the Shareholders at the next Ordinary Meeting of the Company to be held during 1906 and that, inasmuch as the Accounts of the Company have already been audited and presented to the Shareholders on the 30th April, 1906, no further or other Statements of the Accounts of the Company for the year 1905, shall be called for by or presented to the Shareholders in respect of Article 130 as this day substituted.

GREEN ISLAND CEMENT CO., LD.

THE SEVENTEENTH ORDINARY ANNUAL MEETING of Shareholders in the Company will be held in the OFFICE of the General Managers, St. George's Building, Victoria, on SATURDAY, 24th FEBRUARY, 1906, at 11.30 A.M. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1905, declaring a Dividend and electing Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 20th February, until SATURDAY, the 24th February, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 6th February, 1906. 362

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the Shareholders in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 24th day of February, 1906, at 11.30 A.M. for the purpose of receiving the Report of the Board of Directors together with a Statement of Accounts to 31st December, 1905.

By Order of the Board of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 2nd February, 1906. [334]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTER of SHARES of the Corporation will be CLOSED from SATURDAY, the 10th, to the 24th day of FEBRUARY (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 2nd February, 1906. [333]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of Shareholders will be held in the OFFICES of the COMPANY, Queen's Buildings, New Quay, on MONDAY, the 26th FEBRUARY, 1906, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 26th February, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 1st February, 1906. 319

THE CHINA FIRE INSURANCE CO., LIMITED.

THE THIRTY-SEVENTH ORDINARY MEETING of Shareholders in the Company will be held at the Company's Offices, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 8th March, 1906, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from 23rd instant to the 8th proximo, both days inclusive.

By Order,
C. PEMBERTON,
Acting Secretary.

Hongkong, 10th February, 1906. 399

MAIL TABLES

AS OFFICIALLY PREPARED FOR 1906.

Showing the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of departure of the Mails from Europe and America and the dates on which they are due to reach Hongkong. A Special Table is devoted to the Parcels Post to and from England.

Mounted on Card ... 30 Cents
On Paper ... 20 "

On Sale at the Hongkong Daily Press Office, Hongkong, 12th February, 1906.

INTIMATIONS.

RACE HOLIDAY.

THE EXCHANGE BANKS will be CLOSED for the Transaction of Public Business at 11.45 A.M. TO-DAY (WEDNESDAY), the 14th inst.

Hongkong, 7th February, 1906. 374

FIRE INSURANCE ASSOCIATION OF HONGKONG.

RACE HOLIDAY.

IT IS HEREBY NOTIFIED that FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business at 11.45 A.M. TO-DAY (WEDNESDAY), the 14th inst.

By Order,
A. R. LOWE,
Secretary.

SHIPPING.

ARRIVALS.
ANPING MARY, Japanese str., 1,652 H. Koba-yoshi, 13th Feb.—Shanghai and Swatow.
DEAND, Norwegian str., 1,520, Evensen, 13th Feb.—Chinkiang 8th February, General—China.
HAITAN, British str., 1,183, J. S. Roach, 13th Feb.—Foonchow 9th Feb., Amoy 11th and Swatow 12th, General—Douglas Lapraik & Co.
HANYANG, British str., 1,206, McIntosh, 12th Feb.—Chinkiang 8th February, General—Butterfield & Swire.
HERB, Norwegian str., 1,433 S. Pedersen, 13th Feb.—Chinkiang 7th February, General—Sander, Wiener & Co.
HUB, French str., 773, Godin, 12th Feb.—Haiphong 13th Feb., General—A. R. Morley.
HUPUN, British str., 1,240, A. Mathias, 12th Feb.—Wahing and Chinkiang 8th February, General—Butterfield & Swire.
JAPAN, British str., 2,795, P. P. Martin, R.N.R., 13th Feb.—Yokohama 30th Jan., General—P. & O. S. N. Co.
LOYAL, German str., 1,236, L. Lorenzen, 13th Feb.—Bangkok 3rd Feb., Rice—Sander, Wiener & Co.
LICHOW, British str., 1,217, W. Baddely, 13th Feb.—Canton 29th Dec., Coal—Butterfield & Swire.
ORRISON, U.S. cruiser, 6,600, Merrill, 13th Feb.—March 10th Feb.
PATROCK, British str., 1,587, Warrall, 13th Feb.—Shanghai 11th February, General—Butterfield & Swire.
PERA, British str., 2,654, A. L. Valentini, 13th Feb.—Antwerp 1st Jan., General—P. & O. S. N. Co.
PREUSS, German str., 3,228, R. Meyer, 13th Feb.—Yokohama 3rd Feb., General—Molchers & Co.
PRINCESS ALICE, German str., 6,720, Ch. Polack, 13th Feb.—Bremen 4th Jan., Mails and General—Molchers & Co.
WAKAMATSU, Mitsu. Jap. str., 2,777, Y. Oda, 13th Feb.—Moji 7th Feb., Coal—Mitsui Bussan Kaisha.
WILHELM, German str., 4,778, Ph. Obmann, 13th Feb.—Seydi 2nd Jan., General—Molchers & Co.
YUKSANG, British str., 1,236, W. D. Welsh, 13th Feb.—Wuhu and Chinkiang 8th Feb., Rice—Jardine, Matheson & Co.
ZORASTER, British str., 3,273, J. Ewan, 13th Feb.—Christmas Island 1st Feb., General—Mitsui Bussan Kaisha.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 February 13th.
Brand, No. 10, 1st Feb., for Canton.
Hongkong, British str., for Canton.
HOVEN, British str., for Amoy.
JAPAN, British str., for Singapore.
Katherine Park, British str., for Vladivostok.
Luchow, British str., for Yokohama.
Quarta, German str., for Saigon.
Yokohama, British str., for Canton.
Zoraster, British str., for Kobe.

DEPARTURES.

February 13th.
CARL, British str., for Nagasaki.
CARL DIERDORF, Ger. str., for Haiphong.
CHINKIANG, British str., for Chiofo.
CHONGKANG, British str., for Canton.
DEVANWANG, German str., for Bangkok.
HAIMUN, British str., for Swatow.
HUPUN, British str., for Canton.
KWANGLOO, Chinese str., for Shanghai.
KWONGSANG, British str., for Swatow.
MERFOO, Chinese str., for Canton.
TEAN, British str., for Manila.
ZIRONGHUA, British str., for Amoy.

SHIPPING REPORTS.

The British str. **Yokohama** reports: Strong N.E. gale right down the coast, with dirty thick weather and high seas.
 The British str. **Haiphong** reports: Encountered strong northerly gale and very heavy rain. Tung Yang to Breaker Point continuous rain.
 The British str. **Luchow** reports: Light winds and smooth sea from Singapore to Paracels. Paracels to port strong easterly winds and rough sea.
 The British str. **Haitan** reports: Foonchow to Amoy strong N.E. winds and rain. Amoy to Swatow strong easterly winds and steady, Swatow to Hongkong light easterly winds and thick weather.
 The British str. **Hupun** reports: Moderate northerly gale to Steep Island Pass; thence strong wind to Tung Yang; thence moderate N.E. gale to Hongkong, with rough following sea and cloudy weather. Practical clearing gale throughout.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA.
 (Florio and Rabattoni United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, ALEXANDRIA, NAPLES, LEOBORS and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and LAGAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPRI"
 Captain Belitto, will be despatched as above TO-DAY, the 14th inst., at Noon.
 At Bombay the Steamer is discharging in Victoria Dock.
 For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
 Agents.
 Hongkong, 8th January, 1906. [14]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN"
 Captain J. S. Roach, will be despatched for the above Ports TO-MORROW, the 15th inst., at 10 A.M.
 For Freight or Passage apply to
DOUGLAS LAPRAIK & CO.,
 General Managers.
 Hongkong, 13th February, 1906. [42]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APGAR"
 Captain A. Stewart, will be despatched for the above Ports TO-MORROW, the 15th inst., at 3 P.M. instead of as previously advertised.
 For Freight or Passage, apply to
DAVID SASSOON & CO., LD.,
 Agents.
 Hongkong, 12th February, 1906. [392]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	JAPAN	Brit. str.	—	E. P. Martin, R.N.R.	P. & O. S. N. Co.	About 14th inst.
LONDON & ANTWERP	GLANSTEAR	Brit. str.	—	J. McGilivray	McGREGOR BROS. & GOW	About 22nd inst.
LONDON & ANTWERP	BENLARI	Brit. str.	—	W. Macao	GIBB, LIVINGSTON & CO.	About 23rd inst.
LONDON, &c. via SUEZ PORTS OF CALL	DELHI	Brit. str.	—	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	On 24th inst., at Noon.
AMSTERDAM, LONDON & ANTWERP	SAINT BEDE	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 27th inst.
AMSTERDAM, LONDON & ANTWERP	ACHILLE	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 13th Mar.
AMSTERDAM, LONDON & ANTWERP	ALCANTARA	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 17th Mar.
AMSTERDAM, LONDON & ANTWERP	DIOMEDE	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 10th April.
AMSTERDAM, LONDON & ANTWERP	TENNAI	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 24th April.
MARSEILLES, &c. via PORTS OF CALL	SALAZAR	French str.	—	Alland	MESSAGERIES MARITIMES	On 20th inst., at 1 P.M.
BREMEN, via PORTS OF CALL	PREUSSEN	Ger. str.	—	R. Meyer	MELCHERS & CO.	To-day, at Noon.
HAMBURG	LIEBIA	Ger. str.	—	Kier	HAMBURG-AMERIKA LINIE	On 27th inst.
HAMBURG	SPERZA	Ger. str.	k. w.	Müller	HAMBURG-AMERIKA LINIE	On 21st inst.
HAMBURG	SANITA	Ger. str.	k. w.	Flüters	HAMBURG-AMERIKA LINIE	On 7th Mar.
HAMBURG	SANTONIA	Ger. str.	k. w.	Sachs	HAMBURG-AMERIKA LINIE	On 21st Mar.
HAMBURG	SILBIA	Ger. str.	k. w.	Bahle	HAMBURG-AMERIKA LINIE	On 4th April.
HAMBURG	SENEBIA	Ger. str.	k. w.	Peter	HAMBURG-AMERIKA LINIE	On 18th April.
HAMBURG	SEGOVIA	Ger. str.	k. w.	Schönfeldt	HAMBURG-AMERIKA LINIE	On 2nd May.
HAMBURG	AUSTRIA	Aus. str.	—	Colledani	SANDER, WIEBER & CO.	On 20th inst.
HAMBURG	ANTONER	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th Mar.
HAMBURG	PELUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th April.
HAMBURG	AGAMENNON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	About 27th inst.
HAMBURG	YEDDO	Brit. str.	—	Baird	DODWELL & CO., LD.	About 20th inst.
NEW YORK via PORTS & SUEZ CANAL	ST. GEORGE	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 21st inst.
VANCOUVER via SHANGHAI JAPAN, &c.	TARTAR	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 7th Mar.
VANCOUVER via SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Am. str.	—	J. Alwen	DODWELL & CO., LIMITED.	On 20th inst.
VICTORIA (B.C.) & TACOMA via JAPAN	YANKEE	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	About 16th Mar.
VICTORIA (B.C.) SEATTLE, &c. via JAPAN	YANKEE	Brit. str.	1 m.	J. H. Rinder	NIIPPON YUSEN KAISHA	On 20th inst., at Daylight.
PORTLAND, OREGON via SHANGHAI, &c.	YANKEE	Brit. str.	1 m.	Metzenhuth	PORTLAND & ASIATIC S.S. CO.	About end of Feb.
SAN FRANCISCO via PORTS OF CALL	YANKEE	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 29th inst.
AUSTRALIAN PORTS via MANILA	YANKEE	Brit. str.	1 m.	—	GIBB, LIVINGSTON & CO.	On 3rd Mar., at Noon.
AUSTRALIAN PORTS via MANILA	YANKEE	Brit. str.	1 m.	—	MELCHERS & CO.	On 6th Mar., at Noon.
YOKOHAMA via SHANGHAI, MOJI & KOBE	YANKEE	Brit. str.	1 m.	A. L. Valentini	P. & O. S. N. Co.	About 14th inst.
YOKOHAMA via SHANGHAI, MOJI & KOBE	YANKEE	Brit. str.	1 m.	S. Barham	P. & O. S. N. Co.	About 20th inst.
YOKOHAMA via SHANGHAI, MOJI & KOBE	YANKEE	Brit. str.	1 m.	J. B. Forpusson	P. & O. S. N. Co.	About 15th inst.
YOKOHAMA via SHANGHAI, MOJI & KOBE	YANKEE	Brit. str.	1 m.	—	JAVA-CHINA JAPAN LINES	Quick despatch.
YOKOHAMA via SHANGHAI, MOJI & KOBE	YANKEE	Brit. str.	1 m.	—	MELCHERS & CO.	Today, at 6 P.M.
YOKOHAMA via SHANGHAI, MOJI & KOBE	YANKEE	Brit. str.	1 m.	N. Kobayashi	OSAKA SHOSHUN KAISHA	To-morrow, at 8 A.M.
YOKOHAMA via SHANGHAI, MOJI & KOBE	YANKEE	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-morrow.
YOKOHAMA via SHANGHAI, MOJI & KOBE	YANKEE	Brit. str.	1 m.	—	JARDINE, MATHESON & CO.	On 17th inst., at 3 P.M.
YOKOHAMA via SHANGHAI, MOJI & KOBE	YANKEE	Brit. str.	1 m.	—	MESSAGERIES MARITIMES	About 19th inst.
YOKOHAMA via SHANGHAI, MOJI & KOBE	YANKEE	Brit. str.	1 m.	—	OSAKA SHOSHUN KAISHA	On 22nd inst., at 8 A.M.
YOKOHAMA via SHANGHAI, MOJI & KOBE	YANKEE	Brit. str.	1 m.	C. L. Daniel	P. & O. S. N. Co.	About 23rd inst.
YOKOHAMA via SHANGHAI, MOJI & KOBE	YANKEE	Brit. str.	1 m.	S. Tagami	OSAKA SHOSHUN KAISHA	On 18th inst., at 8 A.M.
YOKOHAMA via SHANGHAI, MOJI & KOBE	YANKEE	Brit. str.	1 m.	H. A. Haralson	OSAKA SHOSHUN KAISHA	On 21st inst., at 10 A.M.
YOKOHAMA via SHANGHAI, MOJI & KOBE	YANKEE	Brit. str.	1 m.	J. S. Beach	DOUGLAS LAPRAIK & CO.	To-morrow, at 10 A.M.
YOKOHAMA via SHANGHAI, MOJI & KOBE	YANKEE	Brit. str.	1 m.	—	JARDINE, MATHESON & CO.	On 17th inst., at 4 A.M.
YOKOHAMA via SHANGHAI, MOJI & KOBE	YANKEE	Brit. str.	1 m.	—	SHAWAN, TOMES & CO.	On 20th inst.
YOKOHAMA via SHANGHAI, MOJI & KOBE	YANKEE	Brit. str.	1 m.	R. Almond	BUTTERFIELD & SWIRE	On 24th inst., at Noon.
YOKOHAMA via SHANGHAI, MOJI & KOBE	YANKEE	Brit. str.	1 m.	R. Rodger	SHAWAN, TOMES & CO.	On 19th inst.
YOKOHAMA via SHANGHAI, MOJI & KOBE	YANKEE	Brit. str.	1 m.	A. Stewart	BUTTERFIELD & SWIRE	To-morrow, at 3 P.M.
YOKOHAMA via SHANGHAI, MOJI & KOBE	YANKEE	Brit. str.	1 m.	Belsito	JARDINE, MATHESON & CO.	On 22nd inst., at 3 P.M.
YOKOHAMA via SHANGHAI, MOJI & KOBE	YANKEE	Brit. str.	1 m.	—	CARLOWITZ & CO.	To-day, at Noon.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

FOR
"MANILA" Friday, 16th Feb., 4 P.M.
"YUENSANG" Saturday, 17th Feb., 3 P.M.
"CHONGKANG" Sunday, 18th Feb., 3 P.M.
"SINGAPORE, PENANG & CALCUTTA" Thursday, 22nd Feb., 3 P.M.
 * These steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
 * Taking Cargo on Through Bills of Lading to Chiofo and Yangtze Ports.
JARDINE, MATHESON & CO.,
 GENERAL MANAGERS.
 Hongkong, 12th February, 1906.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 Days Across the Pacific to the "EMERALD LINE." Saving 3 to 7 days' Ocean Travel.
 12 DAYS YOKOHAMA TO VANCOUVER.
 52 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration.)	LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S. "TARTAR" 4,425 Tons	WEDNESDAY, 22nd Feb. ... 17th Mar.	
"EMPEROR OF JAPAN" 6,000	WEDNESDAY, 7th Mar. ... 28th Mar.	
"EMPEROR OF CHINA" 6,000	WEDNESDAY, 29th Mar. ... 18th April.	
"ATHENIAN" 3,882	WEDNESDAY, 11th April ... 8th May.	
"EMPEROR OF INDIA" 6,000	WEDNESDAY, 18th April ... 9th May.	

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIA OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, via St. Lawrence 280; via New York 272.
 Intermediate on Steamers: "240," "242."
 and 1st Class Rail: "240," "242."

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only. Intermediate rates, affording superior accommodation for that class. Passengers Booked through to all principal ports and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
 For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent
 Corner, Pedder Street and Praya, opposite Blake Pier

GREAT NORTHERN STEAMSHIP COMPANY

FOR SEATTLE, VIA SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA (PASSING THROUGH THE INLAND SEA OF JAPAN).

THE MAGNIFICENT NEW TWIN-SCREW STEAMERS,

"MINNESOTA" AND "DAKOTA"
 (EACH TONS 20,718 GROSS REG.)

Will be despatched from HONGKONG as follows:

"MINNESOTA," Captain J. H. RINDER, About FRIDAY, 16th MARCH, 1906.
"DAKOTA," Captain E. FRANCKE, On TUESDAY, 24th APRIL, 1906.

Conveying Cargo to the Pacific Coast, United States, and Canadian Overland Common Points also Passengers to the United States, Europe, &c.

These Steamers are luxuriously fitted with spacious SUITES and STATEROOMS; equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER SHOP, NURSERY, STEAM LAUNDRY, &c.

Special provision is made for the safe transit of SILK, TREASURE, and Valuable Cargo; and PARCELS carried at low rates to all points of U.S.A. in connection with the Great Northern and Northern Pacific Express Companies.

Trans-Pacific Cabin Passengers by this line can, if desired, TRAVEL BY RAIL between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST-CLASS RETURN TICKETS to Shanghai and Japan Ports are available for return by the steamers of the REGULAR MAIL LINES.

For Freight or Passage, apply to
NIIPPON YUSEN KAISHA,
 AGENTS.
 Hongkong, 20th December, 1905.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SPEZIA	HAMBURG	On 21st Feb. Freight.
LIBERIA	HAMBURG	On 27th Feb. Freight.
SAMBIA	HAMBURG	On 7th Mar. Freight.
SAXONIA	HAMBURG	On 21st Mar. Freight.
SILBIA	HAMBURG	On 4th April Freight.
SENEGAMBIA	HAMBURG	On 18th April Freight.
SEGOVIA	HAMBURG	On 2nd May Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by electricity. Duly qualified doctor and stewardess are carried.

For Further Particulars apply to
HAMBURG-AMERIKA LINIE.
 HONGKONG OFFICE, K'ING BUILDING.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amply lighted. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
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RUBI 2540 R. Almond Manila. On 17th Feb. Noon.

ZAFIRO 2540 R. Rodger Manila. On 24th Feb. Noon.

For Freight or Passage apply to
SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.
 Hongkong, 12th February, 1906. [15]

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S.
 For freight and further information apply to
SHEWAN TOMES & CO.,
 GENERAL AGENTS.
 Hongkong, 11th December, 1905. [19]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI VIA INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR

OREGON RAILROAD & NAVIGATION CO.

OPERATING IN CONNECTION WITH THE

STEAMSHIP	TONS.	CAPTAIN	TO SAIL DAYLIGHT ON
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"ARABIA" 4,483 Metzenhuth February 20th, 1906.

"ARAGONIA" 5,198 Ernst March 11th, 1906.

"NICOMEDIA" 4,370 Wegmann March 23rd, 1906.

"NUMANTIA" 4,370 Feldmann April 8th, 1906.

Through Bills of Lading issued to Pacific Coast Ports and to Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, ACTING GENERAL AGENT.
 Hongkong, 1st February, 1906. [13]

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG, 1906.

"ST. GEORGE" 20th Feb.

"SHIMOSA" to follow.

For Freight and further information, apply to
DODWELL & CO., LD.,
 Agents.

Hongkong, 12th January, 1906. 2105-2135

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"SALAZAR,"
 Captain Alland, will be despatched for MARSEILLES on TUESDAY, the

OCEAN STEAMSHIP COMPANY. LD.

AND

CHINA MUTUAL STEAM NAVIGATION CO. LD.

JOINT SERVICES.
FORTNIGHTLY SAILINGS TO LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"YANTISZE"	On 17th February.
GLASGOW and LIVERPOOL	"LAERTES"	On 20th February.
GLASGOW and LIVERPOOL	"DIOMED"	On 27th February.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 6th March.
GLASGOW and LIVERPOOL	"TEENKAT"	On 13th March.
GLASGOW and LIVERPOOL	"MACHAON"	On 20th March.
GLASGOW and LIVERPOOL	"KEEMUN"	On 27th March.
GLASGOW and LIVERPOOL	"KINTUCK"	On 24th March.

HOMEWARDS.

FROM	STEAMERS	TO SAIL
GENOA, MARSEILLES and LIVERPOOL	"ANTENOR"	On 20th February.
AMSTERDAM, LONDON and ANTWERP	"SAINT BEDE"	On 27th February.
AMSTERDAM, LONDON and ANTWERP	"ACHILLES"	On 13th March.
GENOA, MARSEILLES and LIVERPOOL	"PELEUS"	On 20th March.
AMSTERDAM, LONDON and ANTWERP	"ALCINOUS"	On 27th March.
AMSTERDAM, LONDON and ANTWERP	"DIOMED"	On 10th April.
GENOA, MARSEILLES and LIVERPOOL	"AGAMEMNON"	On 20th April.
AMSTERDAM, LONDON and ANTWERP	"TEENKAT"	On 24th April.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKOHAMA	"YANTISZE"	On 19th February.
	"KEEMUN"	On 24th March.

WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"OANFA"	On 1st March.

For Freight, apply to—
BUTTERFIELD & SWIRE, AGENTS. [3-10]

CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	TO SAIL
SHANGHAI, CANTON, HONGKONG, and LIOLO	"YOHOW"	On 15th February.
	"SUNGKIANG"	On 16th February.
	"TAMING"	On 20th February.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 28th February.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivalled Table, & duly qualified Surgeon in command.
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE, AGENTS. [11]



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
TAMSAI VIA SWATOW AND AMOY	"DAIGI MARU"	SUNDAY, 18th Feb., at 8 A.M.
SHANGHAI VIA SWATOW, DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"ANPING MARU"	THURSDAY, 15th Feb., at 8 A.M.
ANPING VIA SWATOW AND AMOY	"PRITHVOR"	WEDNESDAY, 21st Feb., at 10 A.M.
SHANGHAI VIA SWATOW, AMOY and FOCHOW	"TRIUMPH"	THURSDAY, 22nd Feb., at 8 A.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with electric light.
* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
* For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.
T. ARIMA, Manager. [14]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	JAPAN	About 14th February	Freight and Passage.
YOKOHAMA, SHANGHAI, MOJI and KOBE	PERA	About 14th February	Freight only.
MOJI, KOBE and YOKOHAMA	BANCA	About 15th February	Freight only.
YOKOHAMA, SHANGHAI, MOJI and KOBE	JAVA	About 24th February	Freight and Passage.
SHANGHAI	DELTA	About 23rd February	Freight and Passage.
LONDON &c., VIA USUAL PORTS	DELHI	Noon, 24th February	See Special of Call.

* Calling at Penang if sufficient inducement offers.
For further Particulars, apply to
E. A. HEWETT, Superintendent. [1]

Hongkong, 12th February, 1906.

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.
37, DES VOEUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th September, 1905. [2056]

A. LING & CO.,
FURNITURE STORE,
PLATED GLASS AND CROCKERY
WARE, &c., &c., and FOCHOW
LACQUERED WARE.
63, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903. [2355]

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
HYADES	3,753	J. Alvan	On 20th February.
TREMONT	9,806	T. W. Garlick	On 23rd February.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.
The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures headroom at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

QUEEN'S BUILDINGS.
Hongkong, 12th January, 1906. [7]

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
PREUSSEN	WEDNESDAY 14th February
ZIETEN	WEDNESDAY 21st February
PRINCESS ALICE	WEDNESDAY 28th February
BAYERN	WEDNESDAY 6th March
PRINZ REGENT LUITPOLD	WEDNESDAY 13th March
PRINZ EITEL FRIEDRICH	WEDNESDAY 20th March
SACHSEN	WEDNESDAY 27th March
PRINZ HEINRICH	WEDNESDAY 3rd April
DOON	WEDNESDAY 10th April

ON WEDNESDAY, the 14th day of FEBRUARY, 1906, at Noon, the Steamship "PREUSSEN," Captain R. Meyer, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 12th February. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 13th February, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 13th February. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50. The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA AND GIBRALTAR	261 0 0	142 0 0	232 0 0
return	91 0 0	63 0 0	33 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	65 0 0	44 0 0	24 0 0
return	97 0 0	66 0 0	36 0 0

TO NEW YORK VIA SUEZ
VIA NAPLES, GENOA OR GIBRALTAR
return 115 0 0 79 0 0 47 0 0
VIA BREMEN OR SOUTHAMPTON
return 123 0 0 83 0 0 49 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the Railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:
Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERRUPTION OF THE VOYAGE IN EGYPT
Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port SAID.

JAPAN-CHINA-AUSTRALIAN LINE. VIA NEW GUINEA.

STEAM FOR MANILA, FRIEDRICH-WILHELM-SHAFFEN, SIMPSONHAFEN, BRISBANE, SYDNEY AND MELBOURNE.

STEAMER	TONS	SAILING DATES
WILLEHAD	4763 tons	TUESDAY, 6th March.
PRINZ WALDEMAR	3227 tons	TUESDAY, 3rd April.
PRINZ SIGISMUND	3302 tons	TUESDAY, 1st May.

ON TUESDAY, the 6th MARCH, at Noon, the Steamship "WILLEHAD," Captain Obermaier, with Mails, Passengers and Cargo, will leave this port as above. The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO MANILA	\$50.00	\$30.00	\$20.00
TO NEW GUINEA	\$28.00	\$18.10	\$14.00
TO BRISBANE	\$30.00	\$20.00	\$14.00
TO SYDNEY	\$33.00	\$22.00	\$15.00
TO MELBOURNE	\$34.10	\$24.10	\$16.00
TO YOKOHAMA	\$50.00	\$30.00	\$20.00
TO KOBE	\$50.00	\$30.00	\$20.00
TO YOKOHAMA and back from KOBE to HONGKONG	\$314.00	\$180.00	\$100.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class \$97.0 0. To EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer \$96.0 0. To EUROPE VIA AUSTRALIA AND AMERICA \$96.0 0. From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San Francisco by the O. & S.S. Co.'s steamers, and from New York to Europe by the Magnificent Express Steamers of N.D.L.

SAILINGS OUTWARDS. EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, YOKOHAMA and KOBE	PRINCESS ALICE	WED'DAY, 14th Feb., 6 P.M.
YOKOHAMA and KOBE	WILLEHAD	THURSDAY, 15th Feb., 10 A.M.
SHANGHAI, NAGASAKI, YOKOHAMA and KOBE	BAYERN	WED'DAY, 28th February.

* Reaching Yokohama in less than six days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San Francisco to New York by the C.P.R. Co.'s steamers, or to O.S.S. Co. T. K. K. and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd are issued at the following Rates:—
To London via Plymouth or Southampton 462 0 0.
To Bremen 63 10 0.
To Paris via Cherbourg 65 0 0.
To Naples, Genoa via Gibraltar 65 0 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS. [5]
Hongkong, 1st February, 1906.

MAP OF THE SIKIANG or WEST LIVER.
From Hongkong to Wanchow, Showing the Ports and Calling Places Opened to Foreign Trade, 1897.
Published at the Daily Press Office.
Price 25 Cents, Cash.
Hongkong, 1st April, 1897.

SIEN TING.
SURGEON-DENTIST,
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. [2174]

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO NEW YORK.

Steamers to COLOMBO	Leave HONGKONG	Connective Steamers from COLOMBO to MARSEILLES & LONDON	Due at MARSEILLES (Brindisi 2 days earlier)	Due at PLYMOUTH (London 1 day later)
TUESDAY Noon Saturday		TUESDAY		
DELHI	8000 Feb. 24	MOLDAVIA	10000 Mar. 24	Mar. 30
DONGOLA	8000 Mar. 10	MONGOLIA	10000 Apr. 7	Apr. 13
DELTA	8000 Mar. 24	MOOLTAN	10000 Apr. 21	Apr. 27
OCEANA	7000 April 7	MARYORA	10500 May 5	May 11
		SUNDAY		
ARCADIA	7000 April 21	VICTORIA	7000 May 20	May 26
DEVANHA	8000 May 5	HIMALAYA	7000 June 3	June 9
DELHI	8000 May 19	INDIA	8000 June 17	June 23

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.
Accommodation in the emporium steamer from Colombo is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following—

INTERMEDIATE (non-transhipment) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Leave SINGAPORE	Due at LONDON
JAPAN	Feb. 14	Feb. 23	Mar. 31
SUMATRA	Feb. 28	Mar. 9	Apr. 14
NUBIA	Mar. 14	Mar. 24	Apr. 28
JAVA	Mar. 28	Apr. 6	May 12
FORMOSA	Apr. 11	Apr. 20	May 26

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.
* "SUMATRA" and "NUBIA" call at MARSEILLES.
* "JAPAN," "JAVA" and "FORMOSA" carry only First Saloon Passengers.

For Passage apply to

E. A. HEWETT, Superintendent.

Hongkong, 6th January, 1906.

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAH	JAVA	Second half of February	JAPAN via SHANGHAI	Second half of February
TJILIWONG	JAPAN	Second half of February	JAVA PORTS	Second half of February
TJIPANAS	JAVA	First half of March	JAPAN via SHANGHAI	Second half of March
TJILATJAP	JAPAN	Second half of March	JAVA PORTS	Second half of March

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN.

Yok Buildings, 1st Floor.
Hongkong, 9th February, 1906. [16]
Telephone No. 375.

VESSELS ON THE BERTH

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENLARIQ,"
Captain Wallace, will be despatched as above on or about the 23rd inst.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 6th February, 1906. [372]

THE AMERICAN & ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

With liberty to call at the Malabar Coast.

THE Steamship

"YEDDO,"
Captain Baird, will be despatched for the above Ports on or about TUESDAY, 27th inst.

For Freight or Passage, apply to

ARNOLD, KARBBERG & CO., Agents.

Hongkong, 7th February, 1906. [377]

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship

"SEMINOLE,"
Tons 6060, will be despatched about end of February.

For Freight, apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, 30th January, 1906. [300]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

TRIESTE (DIRECT),

CALLING AT SINGAPORE, PENANG,

RANGOON, COLOMBO, BOMBAY,

KARACHI, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRITISH, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"AUSTRIA,"
Captain Colledani, will be despatched as above on MONDAY, the 5th March.

This Steamer has splendid accommodation for passengers, electric light and carries a doctor and stewardess.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.

Princes' Buildings.
Hongkong, 2nd February, 1906. [3]

Gutler, Palmer & Co.'s.

